

**MINUTES OF THE
TRAFFIC COMMISSION
Monday, February 18, 2013
City Hall, Room 207
5:30 pm**

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Bryan Lipke, Alderman Thomas Sladek, Lieutenant Karl Ackermann, Charles Karow, and 2 vacancies

OTHERS PRESENT: Alders Thomas De Wane, Tim De Wane, and David Boyce; Captain Jim Runge, Recording Secretary and Traffic Engineer David Hansen, and others

GENERAL BUSINESS

1. Approval of the minutes from the January 21, 2013 Traffic Commission meeting.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried that the minutes from the January 21, 2013 Traffic Commission meeting be approved.

2. Report by the Traffic Engineer on Council revisions to the February 5th Traffic Commission Report.

David Hansen, City Traffic Engineer, stated that the recommendation from Traffic Commission to Council for the request to replace YIELD signs with STOP signs at Chicago and Heyrman Sts was changed from the Police Department conducting a speed study to installing STOP signs at the intersection.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to receive and place on file the report by the Traffic Engineer on Council revisions to the February 5th Traffic Commission Report.

INITIAL REQUESTS

3. Request by Ald. Tim De Wane to eliminate the pedestrian flashing warning sign assembly on East Mason Street at Hartung Street because traffic does not stop, giving crossing pedestrians a false sense of security.

D. Hansen showed a map of the existing intersection, and stated that the crosswalk, which crosses the west approach of the intersection, serves the East River Trail bike and pedestrian traffic. Similar to the requestor, DPW has received numerous reports of motorists not yielding to pedestrians in the crosswalk and also that pedestrians intending to cross think that the lights are not blinking after they press the button to activate them. The LEDs on the sign are directional so that only motorists can see them. This reduces the number of complaints from nearby residences and businesses who don't want to see blinking lights in their buildings. However, this likely contributes to the doubt of the pedestrians that the lights are blinking. He encouraged the Commission to open the floor for interested parties to speak.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to suspend the rules.

Ald. Tim De Wane stated that he has received many phone calls regarding concerns of this pedestrian crossing, as well as from many residents at a meeting of the Starlite Neighborhood Association. He wants the blinking signs either removed or improve the crossing.

Dan Theno (621 Schwartz St), President of the Oak Grove Neighborhood Association, stated he also has received many complaints of this crossing. Most E Mason St traffic does not stop when the lights are blinking. He is most concerned that there is a false sense of security to those who press the button, assume traffic will stop for them, cross the street, and could be struck by an oncoming

vehicle. In addition, the crest of the E River Bridge just west of the crossing makes it even less safe. He wants a solution, but first would like to see the blinking sign system removed.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried to return to the regular order of business.

M. Kuepers asked D. Hansen for more background information on the development of this crossing. D. Hansen explained that multiple crossing options were explored when the Parks Dept approached DPW with their plan of a trail crossing of E Mason St at Hartung St. Although a grade-separated crossing would provide the safest solution, it also was the most expensive and exceeded the Parks Dept budget for the project. D. Hansen was concerned also with the crest of the E River Bridge. Therefore, DPW designed and installed the overhead sign blinking system, intended to increase the warning time for eastbound motorists that a pending or active pedestrian crossing is occurring. The initial crosswalk treatments were nearly identical to what is present today with the exception that one of the WHEN FLASHING signs overhead was replaced with a STATE LAW YIELD TO PEDESTRIANS sign (in both EB and WB directions). D. Hansen stated that E Mason St is one of the city's busiest corridors with relatively close signal spacing that are timed to move large platoons of vehicles through without stopping. This results in little to no gaps for pedestrians to cross at uncontrolled locations and low motorist stop/yield compliance. He clarified the yield-to-pedestrians statute, which motorists shall yield to pedestrians legally within a crosswalk, but also that motorists are not required to yield if there is not enough distance for them to safely stop for pedestrians.

Ald. Sladek asked D. Hansen if he approves of the requested removal. D. Hansen responded that his spot observations indicate low pedestrian volumes, which likely is leading to disrespect of the in-place warning system. But an accurate pedestrian count should be documented before the blinking system is removed. He summarized a study conducted and subsequent policy implemented by the City of Boulder, Colorado. They have observed that when pedestrian volumes are less than 20 pedestrians per hour, driver compliance to yield at uncontrolled crosswalks with flashing beacons or STATE LAW YIELD TO PEDS signs significantly decreases. The primary reason for this relationship is that drivers tend to ignore enhanced crossing treatments over time at locations where they infrequently see pedestrians crossing. D. Hansen stated that there could be more danger to the pedestrian who has a false sense of security of a safe crossing vs. actual motorist compliance to the device based on the reports of the neighborhood associations and staff observations. Pedestrians are likely to be more cautious crossing E Mason St without the blinking system.

Ald. Tim De Wane stated that the signs are too directional and favor a driver's perspective but lack visibility by the pedestrian who cannot see if the lights are flashing. D. Hansen confirmed it is difficult for pedestrians to see the blinking lights, but noted that there is a confirmation light above the push button that shows the pedestrian that their call has been placed to the flasher controller.

M. Kuepers inquired if any pedestrian count information exists. D. Hansen responded no, and added that pedestrian volumes will increase once the weather warms and the trail is in peak use.

Ald. Sladek asked for an explanation of the value of the count data. D. Hansen responded that it would confirm the 20 or less pedestrians per hour that is suspected, and provide an engineering reason to remove the blinker system.

Discussion took place about other crossing locations available if the blinking system is removed. Both Bellevue St and Baird St are controlled pedestrian crossings of E Mason St, but pedestrians will likely take the shortest path and continue to cross at Hartung St.

D. Hansen stated that if a motion is made tonight to remove the flashing system that staff would remove the blinker signs, push buttons, and the signs above the push buttons which inform pedestrians that pushing the button will activate warning lights. He also would replace the blinker signs with conventional, non-blinking signs, and leave the remaining overhead and post-mounted signs in place as well as continue to maintain the crosswalk pavement markings. If the intersection is further studied, it is noted that a Rapid Rectangular Flashing Beacon (RRFB) – an option that has

been under recent consideration for Mason-Hartung – still may not increase motorist compliance. Although some nationwide studies have shown that RRFBs have improved motorist compliance, the RRFB has had low motorist compliance at low volume pedestrian crossings in Boulder.

Ald. Tim De Wane stated there should be blinking lights at this location 24-7.

A motion was made by Ald. Sladek to:

- A. Replace the blinker pedestrian-bike signs above East Mason Street at Hartung Street with standard pedestrian-bike warning signs
- B. Remove the pedestrian push buttons, PUSH BUTTON TO TURN ON WARNING LIGHTS signs, and WHEN FLASHING overhead signs
- C. Direct staff to determine a safe, long-term solution for the crosswalk

Ald. Tim De Wane requested that the PUSH BUTTON TO TURN ON WARNING LIGHTS signs be replaced with CROSS AT YOUR OWN RISK or similar signs. D. Hansen responded that such signs will be considered as part of the safe, long-term solution for the crosswalk.

Motion seconded by C. Karow, and carried.

4. Request by Jeri Beerntsen to change the NO PARKING HERE TO CORNER zone to a NO STOPPING OR STANDING zone on the north side of Langlade Avenue just west of Ridge Road, to better accommodate turning buses.

D. Hansen showed a map of the Jackson Elementary school area, and stated that a NO PARKING zone exists next to the school on Langlade Ave. Parents wait to pick up their children on both sides of the street and up to the intersection with Ridge Rd. Passenger loading includes waiting in one's vehicle for passengers and is legal in a NO PARKING zone. However, these vehicles make it difficult for a bus to make a northbound to westbound left-turn (from Ridge Rd to Langlade Ave), especially during the winter when snow banks can narrow streets. He supports the request in order to improve safety.

A motion was made by C. Karow to, on a 90-day trial:

- A. Remove the NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to Ridge Road.
- B. Establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from Briquet Street to a point 90 feet west of Ridge Road.
- C. Establish a NO STOPPING OR STANDING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Langlade Avenue from a point 90 feet west of Ridge Road to Ridge Road.
- D. That the Traffic Engineer requests Jackson Elementary school staff to inform parents of the parking zone changes on Langlade Avenue.

D. Hansen stated he prepared material distinguishing between a NO PARKING zone and a NO STOPPING OR STANDING zone. He can provide it to school staff. He also clarified that a new NO STOPPING OR STANDING zone is only needed near the intersection and not the entire length of the school property along Langlade Ave.

The motion was seconded by Ald. Sladek, and carried.

POSTPONED FROM PREVIOUS MEETING

5. Request by Ald. Boyce to establish a NO PARKING 12 AM TO 3 AM zone on the east side of Washington Street from Doty Street to CityDeck Court. (Postponed from the January 21, 2013 Traffic Commission meeting)

D. Hansen stated he had questions and that interested parties are present and may want to speak on the item.

Ald. Boyce stated that the Police Department wants to resolve issues along Washington St near bar closing time. Clearing the street of parked vehicles during that time would assist the GBPD in that effort. He understands that there are both pros and cons with the request, and would like a good discussion to take place tonight.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to suspend the rules.

Jim Runge, District C Captain, Green Bay Police Department, spoke in favor of the request. The parking request is one of many items that GBPD and downtown business owners are currently working on. The GBPD neighborhood response team initially developed the parking proposal to take place between 9 PM and 3 AM Friday and Saturday nights. J. Runge clarified that the limits of the parking zone request are only in the 100 block of the east side of S Washington St and the 200 block of the west side of N Washington St. They are trying to reduce loitering, improve visibility from squad cars, improve officer access, eliminate roadside drug deals, and simplify the clear out during bar time. After discussions with business owners, GBPD scaled back their request time to only be effective from midnight to 3 AM Friday and Saturday nights. There isn't a large business owner opposition to the parking proposal but knows not all businesses are on board.

A lengthy discussion took place, which included:

- A. NO STOPPING OR STANDING zones would be needed rather than NO PARKING zones in order to get the anticipated results.
- B. Enforcement may be difficult going from unrestricted parking to the most restrictive parking zone, NO STOPPING OR STANDING, at midnight. J. Runge responded that soft enforcement would occur at first (verbals, warnings, business owner assistance) to educate the public.
- C. Scaling back the proposal to shorter NO STOPPING OR STANDING zones. J. Runge responded that the requested areas only impact 6 to 7 parking spots per block.
- D. That due to the inaccuracies of the written request, the public has not been properly notified of the actual proposed impacted areas
- E. When vehicles are parked in the subject areas, if squad cars block live lanes of traffic. J. Runge responded that lane obstructions occur. Some officers drive up onto the sidewalk.
- F. That a minimum of 2 units respond to most calls in this area. Bar disturbances may bring 4 to 6 squads to the scene. It is unusual for the entire street to be blocked, but common for 1 lane to be blocked (1 remaining live lane of traffic). NO STOPPING OR STANDING zones will not necessarily eliminate squad car obstructions of traffic lanes.
- G. Some restaurants in these blocks are open from midnight to 3 AM.

William Schleis (119 S Washington St) stated he owns a business next to the Meyer Theater and caters to theater goers. He stated there are 20 on-street stalls in the 100 block of S Washington St. More on-street parking is needed, not less. He questioned where taxis would park/load if a NO STOPPING OR STANDING zone is established. Business owners have cameras in their buildings, so why aren't their cameras outside the buildings, especially in problem areas? The 5-minute loading zone ends at 11 PM in front of the Meyer Theater, so those spots become available to anyone after that time. He is a member of the Downtown Hospitality Alliance (DHA) along with other neighborhood restaurant and bar owners. Problem establishments never became members. He questioned if there's been a reduction in bar-related incidents since many of the problem establishments have closed such as Knuckles. J. Runge responded that those business closures

have helped reduce incidents, but they cannot determine how effective those closures have been due to the onset of cold weather when incidents normally go down. W. Schleis would like a reduction in the number of smokers on the sidewalks because their presence amplifies situations when they arise. Ald. Sladek questioned if the DHA has a position on smokers on sidewalks. W. Schleis didn't know if they did, as he was not speaking on their behalf.

A motion was made by Ald. Sladek seconded by C. Karow, and carried to return to the regular order of business.

D. Hansen stated his questions were answered by J. Runge (enforcement and lane obstructions). He reviewed incident reports from the area and confirmed the number of responding officers is typically around 4 to 6 units per incident. He also stated that a taxi and limo loading zone exists on the north side of Cherry St across from the Cherry St parking ramp. He cautioned about sign clutter and confusion from multiple sign messages since the area has many parking restrictions.

Ald. Sladek expressed concern that businesses owners may be negatively impacted with time restricted NO STOPPING OR STANDING zones on Washington St. He questioned the severity of the problems that are trying to be resolved by the proposed parking zones. He's hesitant on recommending action tonight, and needs more information to get behind the request.

Lt. Ackermann noted that over the past weekend, one establishment in the 100 block of S Washington St had 4 substantial disturbances requiring police response. More repeated calls to an establishment will bring more officers to each succeeding call. More parking options are available in the 100 block such as on the west side of the street (angled parking) and ½ block north at the Cherry St Ramp. Many drug deals take place curbside, some foiled, which escalate into other associated incidents and decreased safety, requiring more officers. Therefore the proposed parking restriction would reduce or eliminate that activity out of the area and would improve the customer environment. Motorcycle parking increases during warm weather, and oftentimes attracts many people to stand in parking and travel lanes as they compare motorcycles, creating a dangerous situation conflicting with live traffic.

J. Runge stated that the newspaper article over the weekend contained inaccuracies. He clarified that from March through September 2012, GBPD responded to 420 calls of service, 215 bar calls, and 126 physical disturbances just in this area.

Ald. Sladek appreciated the clarification of facts, yet questioned whether they should hold off until they hear about the entire plan from the DHA. J. Runge stated that they are within weeks of a final document. M. Kuepers stated that postponing this request would provide DHA time to finalize their response and plan.

A discussion took place that a 90-trial of the proposed parking zones should happen only when pedestrian and business activity in this area increases. Delaying action on the request provides time to address taxi loading considerations. Submittal of an accurate request by the Police Department is needed to better define which areas of Washington St would be impacted.

A motion was made by Ald. Sladek, seconded by C. Karow, and carried to receive and place on file the request to establish a NO PARKING 12 AM TO 3 AM zone on the east side of Washington Street from Doty Street to CityDeck Court.

A new request by the Green Bay Police Department will be on the next Traffic Commission agenda.

6. Request by Ald. Boyce, on behalf of Maria Abella (887 Elmore Street), to install AUTISTIC CHILD AREA signs near her residence. *(Motion to refer to staff to develop a draft special warning signs policy which shall include the results of research into special warning sign effectiveness and a review by the Legal Department into the legal ramifications of such signs).* (Postponed from the January 21, 2013 Traffic Commission meeting). **(Ald. Boyce – District 7)**

D. Hansen stated that the Legal Dept reviewed the non-standard warning signs memo discussed at the last meeting, and approved of its recommendations. He provided the letter from Assistant City Attorney Jim Mueller. D. Hansen clarified that, after further review of the MUTCD, that the wheelchair symbol sign is a standard warning sign, and should be excluded from the non-standard warning sign categorization. Any existing and future wheelchair symbol warning signs should be installed, maintained, and removed by staff.

A motion was made by Ald. Sladek, seconded by M. Kuepers, and carried that:

- A. No new non-standard warning signs are to be installed on any City of Green Bay street.
- B. Any existing non-standard warning signs on City of Green Bay streets may be allowed to remain in place until the end of their useful life, or that their need no longer exists, i.e., the person with the disability from the residence moves or dies. End of useful life includes but is not limited to sign knockdown damage, substandard sign retroreflectivity, removal due to conflicts with improvement projects, or change in conditions that make it possible to have the signs removed earlier.

A second motion was made by Ald. Sladek, seconded by C. Karow, and carried to receive and place on file the request of Maria Abella to install AUTISTIC CHILD AREA signs near her residence.

REFERRED BACK FROM STUDY

7. That, on a 90-day trial, to remove the NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 590 feet west of Schoen St to Schoen St.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 590 feet west of Schoen St to Schoen St be removed and adopted by ordinance.

8. That, on a 90-day trial, to remove the NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the west side of Schoen Street from Lilac Lane to Amy Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the west side of Schoen Street from Lilac Lane to Amy Street be removed and adopted by ordinance.

9. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 590 feet west of Schoen Street to a point 460 feet west of Schoen Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 590 feet west of Schoen Street to a point 460 feet west of Schoen Street be established and adopted by ordinance.

10. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 460 feet west of Schoen Street to Schoen Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the south side of Amy Street from a point 460 feet west of Schoen Street to Schoen Street be established and adopted by ordinance.

11. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Schoen Street from Amy Street to a point 140 feet south of Amy Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Schoen Street from Amy Street to a point 140 feet south of Amy Street be established and adopted by ordinance.

12. That, on a 90-day trial, to establish a NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the west side of Schoen Street from a point 140 feet south of Amy Street to a point 240 feet south of Amy Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO STOPPING OR STANDING 7 AM to 4 PM SCHOOL DAYS zone on the west side of Schoen Street from a point 140 feet south of Amy Street to a point 240 feet south of Amy Street be established and adopted by ordinance.

13. That, on a 90-day trial, to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Schoen Street from a point 240 feet south of Amy Street to Lilac Lane.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the west side of Schoen Street from a point 240 feet south of Amy Street to Lilac Lane be established and adopted by ordinance.

14. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 65 feet north Clinton Street to a point 273 feet north of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 65 feet north Clinton Street to a point 273 feet north of Clinton Street be removed and adopted by ordinance.

15. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 30 feet south of Arndt Street to Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 30 feet south of Arndt Street to Clinton Street be removed and adopted by ordinance.

16. That, on a 90-day trial, to remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 30 feet south of Arndt Street to a point 365 feet north of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 30 feet south of Arndt Street to a point 365 feet north of Clinton Street be removed and adopted by ordinance.

17. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Broadway from a point 30 feet south of Arndt Street to a point 235 feet north of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the NO PARKING zone on the west side of Broadway from a point 30 feet south of Arndt Street to a point 235 feet north of Arndt Street be removed and adopted by ordinance.

18. That, on a 90-day trial, to remove the NO PARKING zone on the east side of Broadway from a point 30 feet south of Arndt Street to a point 100 feet north of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the NO PARKING zone on the east side of Broadway from a point 30 feet south of Arndt Street to a point 100 feet north of Arndt Street be removed and adopted by ordinance.

19. That, on a 90-day trial, to remove the NO PARKING zone on the west side of Broadway from a point 65 feet north of Clinton Street to Tenth Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that the NO PARKING zone on the west side of Broadway from a point 65 feet north of Clinton Street to Tenth Street be removed and adopted by ordinance.

20. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from 70 feet south of Arndt Street to a point 230 feet south of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from 70 feet south of Arndt Street to a point 230 feet south of Arndt Street be established and adopted by ordinance.

21. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 85 feet north of Clinton Street to a point 295 feet north of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Broadway from a point 85 feet north of Clinton Street to a point 295 feet north of Clinton Street be established and adopted by ordinance.

22. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 90 feet south of Third Street to a point 430 feet south of Third Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 90 feet south of Third Street to a point 430 feet south of Third Street be established and adopted by ordinance.

23. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from Third Street to a point 60 feet south of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from Third Street to a point 60 feet south of Clinton Street be established and adopted by ordinance.

24. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 85 feet north of Clinton Street to a point 245 north of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 85 feet north of Clinton Street to a point 245 north of Clinton Street be established and adopted by ordinance.

25. That, on a 90-day trial, to establish a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 50 feet south of Arndt Street to a point 220 feet south of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Broadway from a point 50 feet south of Arndt Street to a point 220 feet south of Arndt Street be established and adopted by ordinance.

26. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Broadway from Arndt Street to a point 70 feet south of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the west side of Broadway from Arndt Street to a point 70 feet south of Arndt Street be established and adopted by ordinance.

27. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Broadway from a point 230 feet south of Arndt Street to a point 430 feet south of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the west side of Broadway from a point 230 feet south of Arndt Street to a point 430 feet south of Arndt Street be established and adopted by ordinance.

28. That, on a 90-day trial, to establish a NO PARKING zone on the west side of Broadway from a point 80 feet north of Clinton Street to Tenth Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the west side of Broadway from a point 80 feet north of Clinton Street to Tenth Street be established and adopted by ordinance.

29. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Broadway from Third Street to a point 90 feet south of Third Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the east side of Broadway from Third Street to a point 90 feet south of Third Street be established and adopted by ordinance.

30. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Broadway from a point 60 feet south of Clinton Street to a point 85 feet north of Clinton Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the east side of Broadway from a point 60 feet south of Clinton Street to a point 85 feet north of Clinton Street be established and adopted by ordinance.

31. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Broadway from a point 220 feet south of Arndt Street to a point 385 feet south of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the east side of Broadway from a point 220 feet south of Arndt Street to a point 385 feet south of Arndt Street be established and adopted by ordinance.

32. That, on a 90-day trial, to establish a NO PARKING zone on the east side of Broadway from a point 50 feet south of Arndt Street to a point 85 feet north of Arndt Street.

A motion was made by C. Karow, seconded by Ald. Sladek, and carried that a NO PARKING zone on the east side of Broadway from a point 50 feet south of Arndt Street to a point 85 feet north of Arndt Street be established and adopted by ordinance.

There being no other items of discussion, a motion was made by Ald. Sladek, seconded by C. Karow, and carried to adjourn from the regular order of business. The meeting ended at 6:45 P.M.

The next Traffic Commission meeting is scheduled for Monday, March 18, 2013, at 5:30 P.M. in Room 207.